14:International Bank S-5(1954)1955 MD1 Syria MD1

omy. True, Jordanians have frequently complained of Syrian government regulations which, in an effort to support the Hedjaz Railway, have prohibited transit traffic by truck of most goods. While some categories of goods, notably perishables and petroleum products, are exempt from this prohibition, there is little doubt that more traffic would move by road if the prohibition were entirely lifted. At the same time, Jordan may be able to import and export some bulky commodities more advantageously by rail; Jordan's own port an the Gulf of Akaba has no rail connection and is by no means as advantageously situated with respect to trade with Europe as Beirut. In the circumstances, we would suggest that the subject of transit and the relationship of the rail lines thereto be fully and frankly discussed by representatives of the Jordanian, Syrian and Lebanese governments. Their common interest in the maintenance of the railway lines and the possibilities of more efficient and economical operation can then be thoroughly examined. It may be feasible to reduce operating costs by agreed economies and to raise revenues through certain selective increases in freight rates. In some respects, for instance, freight rates on the Hedjaz Railway seem to be lower than those on the DHP line. In the long run it appears unwise to make shippers support the railway by insisting that they use it for transport of certain commodities. If the railway must be maintained owing to considerations which are partly non-economic, it would be better to have the governments concerned share the entire deficit resulting from its continued operation.

Road Transport[28]

With traffic on the railways no greater than prewar, it is apparent that motor transport has captured all of the substantial increase in the amount of goods produced and traded in the Syrian economy over the last decade and a half. The Syrian road network increased from 4,500 kilometers in 1939 to 8,200 in 1952, and the length of hard-surface (macadam and asphalt) from 1,500 to 3,800 kilometers. This includes only so-called "all-weather" roads; with the addition of those not traversable in the wet season the total length is over 10,000 kilometers. The number of motor vehicles of all kinds on the roads rose from 3,736 in 1939 to 13,146 in 1953; the number of trucks increased from 873 to 4,742 and of buses from 348 to 1,212. In part the rapid growth of road transport was caused by the lack of adequate

[28] See Annex H, p. 436.

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ANNEX H

NOTES ON TRANSPORT AND COMMUNICATIONS

1 RAILWAYS

A RAILWAY SYSTEMS

The Northern Railway consists of 248 km. of trackage, 19 aged locomotives and other rolling stock as shown in Table 1.[1] Traffic is rather light, 55 million ton-kilometers in 1953, including goods in transit.

TABLE 1 Rolling Stock of the Northern Railway

Year built	Locomotives		Passenger luggage		Freight wagons			
	Line	Yard	Cars	Vans	Closed	Open	Special	Total
1901–15	13	2	4	4	345	162	96	603
1916–30	—	—	5	1	—	—	—	—
1931–45	4	—	2	—	—	46	—	46
1946–53	—	—	—	5	17	—	—	17
Total	17	2	11	10	362	208	96	666

Under an agreed system, settlements are made by Turkey for carriage of her goods over the Syrian portions of the line and vice versa. With so much of the route in Turkish territory, Syria's heaviest shipments, between the Jezireh and Aleppo, represent comparatively little revenue for the Northern Railway. For example, the tariff for transporting a ton of grain from Kamichliye to Aleppo is £S 24.50, of which about £S 19 accrues to the Turkish railway administration. While this debit is partially offset by reciprocal credits for Syrian transport of Turkish goods, the exchange rates used in the settlement of accounts between the two railways operate to the disadvantage of Syria, causing the Northern Railway a net loss, for

[1] To handle the peak harvest load, for which its rolling stock is insufficient, the Northern Railway has made a practice of hiring 100 extra wagons seasonally from the Iraqi railways. These are further supplemented by an average of some 200 Turkish wagons borrowed at frontier stations for temporary Syrian service.

14:International Bank S-5 (1954)1955 MD1 Syria MD1

route-kilometers, comprising 545 kilometers of standard-gauge line and 307 kilometers of narrow-gauge. Except for the necessity of reloading where the track gauges change, passage is possible from any part of the system to any other, although not without leaving Syrian territory. The combined Syrian rolling stock on this network at the end of 1953 included 147 locomotives and 2,150 cars of all types, distributed as shown in Table 2.

TABLE 2 Rolling Stock of Syrian Railways, 1953

	Standard-gauge			Narrow-gauge		
	DHP	NR	Total	DHP	Hedjaz	Total
Locomotives	66	19	85	36	26	62
Passenger and luggage cars	58	24	82	84	33	117
Goods wagons	518	607	1,125	343	327	670
Tank wagons	15	58	73	4	23	27
Other wagons	5	43	48	3	5	8

SOURCE: Statistical Abstract of Syria, 1953. For the Northern Railway figures differ slightly from those of Table 1 because of different inventory dates.

B FREIGHT AND PASSENGER TRAFFIC

The volume of freight traffic handled by the three railways declined from 138.56 million ton-kilometers in 1938 to 86.54 million in 1949, but recovered to 130.44 million by 1953. The composition of the cargo transported in recent years is given in Table 3. The importance of agricultural

TABLE 3 Freight Carried by Syrian Railways, 1951–53

	Tons			% of total		
	1951	1952	1953	1951	1952	1953
Cereals and flour	380,406	460,650	462,295	38.6	45.1	45.7
Livestock	63,922	45,054	56,381	6.5	4.4	5.6
Other agricultural produce	48,653	44,254	53,874	4.9	4.3	5.3
Petroleum products	86,082	95,753	110,588	8.7	9.4	10.9
Cement and other building materials	109,224	66,357	83,422	11.1	6.5	8.2
Other	298,228	308,188	245,495	30.2	30.3	24.3
Total	986,515	1,020,256	1,012,055	100.0	100.0	100.0

NOTE: The total tonnage carried is exaggerated to the extent that a portion of the cargo is handled by several railways.

النقل والمواصلات

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عدد السيارات المسجلة في سوريا حسب المناطق ونوع السيارة في نهاية عام ١٩٥٢
NUMBER OF MOTOR VEHICLES IN SYRIA AS AT THE END OF 1952

Table No. 2

جدول رقم ٢

TYPE OF VEHICLE	Total المجموع	Southern Area المنطقة الجنوبية	Northern Area المنطقة الشمالية	Western Area المنطقة الغربية	نوع السيارة
Trucks — Public	2,584	979	1,475	130	سيارات شحن عمومية
Private	1,556	862	599	95	سيارات شحن خصوصية
Government	454	202	230	22	سيارات شحن حكومية
Buses — Public	1,049	435	558	56	سيارات ركوب كبيرة عمومية (باص)
Private	78	40	29	9	سيارات ركوب كبيرة خصوصية (باص)
Government	2	2	—	—	سيارات ركوب كبيرة حكومية (باص)
Cars — Public (taxi)	829	278	483	68	سيارات ركوب صغيرة عمومية (تكسي)
Private	4,840	2,813	1,826	201	سيارات ركوب صغيرة خصوصية
Government	278	81	178	19	سيارات ركوب صغيرة حكومية
Diplomatic corps in Syria	92	92	—	—	سيارات البعثات السياسية الأجنبية في سوريا
Consular corp in Syria	7	7	—	—	سيارات البعثات القنصلية الأجنبية في سوريا
United Nations in Syria	19	19	—	—	سيارات هيئة الامم المتحدة في سوريا
Total	11,788	5,819	5,378	591	المجموع

عدد السيارات المسجلة في سوريا حسب المناطق ونوع السيارة في نهاية عام ١٩٥٣
NUMBER OF MOTOR VEHICLES IN SYRIA AS AT THE END OF 1953

Table No. 3

جدول رقم ٣

TYPE OF VEHICLE	Total المجموع	Southern Area المنطقة الجنوبية	Northern Area المنطقة الشمالية	Western Area المنطقة الغربية	نوع السيارة
Trucks — Public	2,589	1,041	1,469	89	سيارات شحن عمومية
Private	1,820	931	804	85	سيارات شحن خصوصية
Government	323	246	55	22	سيارات شحن حكومية
Buses — Public	1,102	427	628	47	سيارات ركوب كبيرة عمومية (باص)
Private	108	52	44	12	سيارات ركوب كبيرة خصوصية (باص)
Government	2	2	—	—	سيارات ركوب كبيرة حكومية (باص)
Cars — Public (taxi)	825	290	479	56	سيارات ركوب صغيرة عمومية (تكسي)
Private	5,879	3,185	2,464	230	سيارات ركوب صغيرة خصوصية
Government	309	251	38	20	سيارات ركوب صغيرة حكومية
Diplomatic corps in Syria	136	136	—	—	سيارات البعثات السياسية الأجنبية في سوريا
Consular corp in Syria	10	5	5	—	سيارات البعثات القنصلية الأجنبية في سوريا
United Nations in Syria	33	33	—	—	سيارات هيئة الامم المتحدة في سوريا
Total	13,146	6,599	5,986	561	المجموع

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طول خطوط السكك الحديدية المستعملة في نهاية عام ١٩٥٢ (بالكيلو مترات)

LENGTH OF RAILWAY TRACKS IN USE AS AT THE END OF 1952 (in kms)

Table No. 4

جدول رقم ٤

Railway System	الطول الاجمالي Total Length		طول الخط الذي بسوريا Length within Syrian territory		شبكة الخطوط الحديدية
	خط ضيق Narrow gauge	خط عادي Ordinary gauge	خط ضيق Narrow gauge	خط عادي Ordinary gauge	
Damascus Hama Railway Line and Extensions (D.H.P.)	140	430	67	297	سكة حديد دمشق حماة وتمديداتها (خ ح ت)
The Hijaz Railways (C.F.H.)	240	—	240	—	سكة حديد الحجاز (خ ح)
The Northern Railways (N.R.)	—	348	—	348	الخطوط الشمالية (خ ش)
Total	380	687	307	645	المجموع

عدد القاطرات والعربات المستعملة في شبكة خطوط السكك الحديدية في نهاية ١٩٥٢

NUMBER OF LOCOMOTIVES AND WAGONS USED BY THE RAILWAY SYSTEMS, AS AT THE END OF 1952.

Table No. 5

جدول رقم ٥

Locomotives and Wagons	مجموع الخطوط All lines	الخط الضيق Narrow gauge			الخط العادي Ordinary gauge			القاطرات وانواع العربات
		المجموع Total	خ ح ت D.H.P.	خ ح C.F.H.	المجموع Total	خ ح ت D.H.P.	خ ش N.R.	
Locomotives	147	62	36	26	85	66	19	قاطرات
Passenger and luggage wagons	190	117	84	33	82	58	24	عربات الركاب وامتعتهم
Goods wagons	1,795	670	343	327	1,125	518	607	شاحنات بضائع
Fuel wagons	100	27	4	23	73	15	58	شاحنات مهارميج
Other wagons	58	8	3	5	48	5	43	عربات اخرى

Source : Ministry of Public Works

المصدر : وزارة الاشغال العامة

11: Syria O-5 (1954) 1954 MDI Syria MDI